

Survey Report: Alternative Fuel and Active Transportation Options in California's 25th Senate District

GREEN21 Zero Emission Vehicle Working Group

January 2015



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January 13, 2015

As the Senator for the 25th District, I initiated my "Greening for the 21st Century" (GREEN21) program to reduce the carbon footprint of the 25th Senate District by promoting Green initiatives that protect the environment and conserve our natural resources. The heart of GREEN21 is its Advisory Council, which established working groups tasked with developing programs, projects, or policy changes to further GREEN21's environmental and sustainable mission. One working group, the Zero Emission Multi-Modal Transportation Working Group (ZEV), began its efforts with a survey of the 17 incorporated cities and towns in my senate district.

A number of the larger cities in the district have made significant efforts establishing multimodal infrastructure. Some of the smaller communities have taken steps as well, even though they have more limited resources and capacities than the larger cities. This progress at the local level directly benefits the entire community. When cities and counties invest in infrastructure and public education and outreach, they encourage the use of alternative fuel vehicles and active transportation (biking and walking). This not only reduces greenhouse gas emissions, but it also improves residents' health because of cleaner air and increased activity levels.

I am pleased to send you the ZEV group's report on the current state of alternative fuel and active transportation options in the 25th Senate District, which includes their recommendations for best practices that can be adopted throughout the district to maximize emissions reductions.

A handwritten signature in cursive script that reads "Carol Liu".

CAROL LIU
Senator
25th District

Table of Contents

1.0	About this Report.....	4
2.0	District Geography	4
3.0	Survey Background.....	4
4.0	Survey Results – Summary Table.....	5
5.0	Alternative Fuel Vehicles	5
5.1	Infrastructure – Current and Planned	5
5.2	Infrastructure – Best Practices	6
5.3	Public Outreach and Education – Current	8
5.4	Public Outreach and Education – Best Practices.....	8
5.5	Resources for putting on your own events.....	9
6.0	Active Transportation.....	10
6.1	Infrastructure – Current and Planned	10
6.2	Infrastructure – Best Practices	12
6.3	Public Outreach and Education – Current	12
6.4	Public Outreach and Education – Best Practices.....	14
6.5	Resources for putting on your own events.....	15
7.0	Conclusion	15
8.0	Special Thanks.....	15
9.0	Appendix A: District Map.....	16

1.0 About this Report

This report analyzes survey data obtained from cities and towns within the 25th Senate District (SD25) related to alternative fuel vehicles and infrastructure and active transportation. The objective was to gain an understanding of the current state of these alternative transportation options. In addition to the survey results, the report contains recommendations for best practices, as well as resources that can be used to implement a community's clean air goals.

2.0 District Geography

The 25th Senate District includes a majority of the city of Burbank, Griffith Park and three neighborhoods in the city of Los Angeles (Sunland-Tujunga, half of Sun Valley/Shadow Hills, and the Atwater Village area), two towns in unincorporated Los Angeles County (La Crescenta/Montrose and Altadena), plus all of the following incorporated cities: Glendale, La Cañada Flintridge, Pasadena, South Pasadena, San Marino, Sierra Madre, Monrovia, Bradbury, Duarte, Glendora, San Dimas, La Verne, Claremont, and Upland (in San Bernardino County). For data reporting purposes, unless specified otherwise, the three neighborhoods in LA are considered as a unit as are the two unincorporated towns in LA County, for a total of 17 communities in the statistical sample. For a map of SD25, see Appendix A at the end.

3.0 Survey Background

Members of the ZEV working group developed an online survey to document what communities within the 25th Senate District were doing in the alternative fuel and active transportation arenas. Working group members contacted staff from the 17 communities in the district and either sent them the survey directly, which was completed by the staff member themselves, or a representative of the working group completed the survey based on an interview with the staff member. After the survey process was completed, three working group subcommittees were created: (1) alternative fuel vehicles and infrastructure; (2) active transportation infrastructure (bicycling and pedestrian); and (3) public education and outreach. These subcommittees reviewed, summarized, and analyzed the survey data detailed in this report.

It is important to note that the data in this report was provided by city/town staff and is a snapshot of what was taking place in these communities at the time the survey was answered. The data may not reflect any independent, non-governmental organized efforts that municipal staff and working group members may not have been aware of.

The City of Los Angeles is unique in our analysis. The city as a whole is approximately 469 square miles. But those portions that lie in the 25th Senate District make up roughly 26 square miles, or approximately 5.5% of the total area of Los Angeles. Our assumptions for Los Angeles data are noted throughout the report. Wherever possible, SD25-specific data are provided, such as bike path miles. However, some City of Los Angeles data could not always be broken down by neighborhood and are thus presented separately for clarity. For instance, city fleet vehicles such as buses are assumed to be available city-wide and as such, total fleet numbers are provided, but separate from the data for the remaining SD25 cities.

4.0 Survey Results – Summary Table

As Californians, we recognize the need to come out strong to fight against carbon emissions and the particulate and ozone pollution that dirty our air and impact our health. Successful programs found across the 25th Senate District, such as those itemized in this report, serve to curb vehicle miles or facilitate the use of vehicles fueled by alternatives to gasoline. These existing programs, combined with future plans for more bike path miles, more EV charging stations, more hydrogen fueling stations, more mass transit, and more education and outreach, move us forward toward local, state, and national goals to reduce levels of criteria air pollutants, such as NO_x, CO₂, and ozone, as well as minimize climate impacts. The GREEN21 ZEV Working Group urges all cities in the district and beyond to look to this report for ideas of how to challenge themselves to push the envelope and do even more than the great successes outlined here.

The table below contains a summary of the data collected for this report, including alternative fuel vehicles and infrastructure and active transportation (biking and pedestrian).

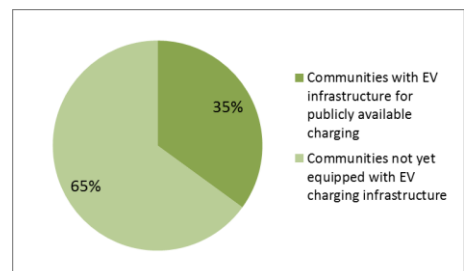
Summary Table						
Alternative Fuel Vehicles						
% communities with electric vehicle infrastructure – 35%						
% communities with alternative fuel fleets – 76%						
% communities with public outreach and education events – 35%						
	<u>EV</u> <u>outside LA</u>	<u>EV</u> <u>LA citywide</u>	<u>CNG</u> <u>outside LA</u>	<u>CNG</u> <u>LA citywide</u>	<u>Hydrogen</u> <u>outside LA</u>	<u>H2</u> <u>LA citywide</u>
# existing stations	51	210	7	17	1	3
# planned stations (before 2016)	36	316	0	0	2	7
# fleet vehicles	47	192	279	1432	1	0
Active Transportation						
Miles of existing bike lanes (all classes) – 284						
% communities with Bike Master Plans – 65%						
% communities with public outreach and education events – 41%						

5.0 Alternative Fuel Vehicles

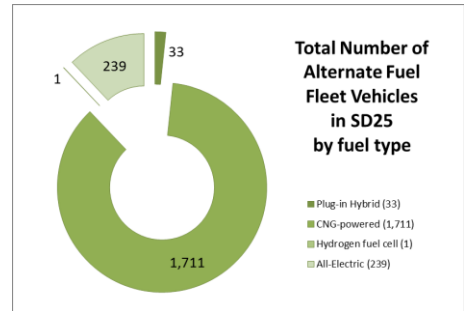
5.1 Infrastructure – Current and Planned

There is a range of fuels powering alternative fuel vehicles today, including ethanol (e85), propane, natural gas (both CNG and LNG), biofuels, renewable fuels (i.e., “waste to energy”), electricity, and hydrogen. Of the 17 communities in the 25th Senate District, the GREEN21 ZEV Working Group’s survey found the following on alternative fuel vehicles and infrastructure in the district:

- Six communities in the 25th Senate District currently have publicly available infrastructure for electric vehicle charging. Two additional communities plan to install electric vehicle infrastructure in the future.
- More than three-quarters of communities in the 25th Senate District already have alternative fuel vehicles in their fleets



- Most publicly available electric vehicle charging receptacles reported by those surveyed are J1772 type chargers. The number of 120V receptacles that are publicly accessible throughout the district is unknown but likely quite large, given how common outdoor plugs are in the region. However, the number of 120V plugs provided by cities or the county is quite small.
- Communities that will install charging stations before 2016 anticipate they will be primarily level-2 charging stations, although 40% of communities planning additional charging facilities intend to install DC fast chargers.
- One city (Burbank) currently has a hydrogen station, which services a number of leased demonstration and research passenger vehicles. More stations are expected by the end of 2015, including one in La Cañada Flintridge and one in South Pasadena, in addition to five stations that will be within five miles of the Senate district borders, in Hollywood, Cal State LA, Diamond Bar, Chino Hills, and Ontario. Citywide, the city of LA currently has 3 hydrogen stations with plans to install 7 more before 2016, including the station at Cal State LA. None of these locations lie in the 5.5% of the city's area that is within the Senate district.
- Seven communities already have CNG stations.
- Six offer education on zero emission vehicles and infrastructure
- Four communities reported having permitting processes or local ordinances that specifically address the installation of publicly available electric vehicle infrastructure. Many address charging station installations through the regular building/electrical permitting process.
- One community (Burbank, through its Water and Power utility) has been awarded grant funding from the California Energy Commission to explore the use of curbside charging stations to serve multiple charging needs, including corridor charging, destination charging, workplace charging, and charging for multiple unit dwelling residents and visitors. The EV Charge N' Go will include up to 8 curbside charging stations at diverse locations along major roadways in Burbank.
- Biodiesel represents a small share of alternative fueling in Southern California. There is an organization advocating for its use that has a presence in the 25th Senate District. The Biodiesel Co-op of Los Angeles states that its mission is to "promote sustainable biodiesel through education, outreach, and advocacy while providing members with access to quality biodiesel fuel. B99 biodiesel is purchased in bulk through subscription by the members." [source: co-op website "About" page.] Individuals and organizations who are interested in biodiesel options can obtain information from the co-op's website at <http://www.biodieselcoopla.com>. The co-op's FAQ page includes precautions and info on conversions, warranties, blends, and "SVO" (straight veggie oil).



Public EV Charging Infrastructure	SD25 Communities
• J1772 chargers (current and planned)	Los Angeles, Burbank, Glendale, Pasadena, South Pasadena, Claremont
• Fast Charge installations (planned)	Los Angeles, Burbank
• City-provided 120V plugs (current and planned)	Los Angeles, Pasadena, Glendora

5.2 Infrastructure – Best Practices

- Resources exist to help communities prepare for alternative fuel vehicles.
 - For instance, the Los Angeles County Economic Development Corporation has secured funding from the California Energy Commission to develop an information hub that will provide answers as they arise. The e4 | Advanced Transportation Center will be a central clearinghouse in Southern California designed to streamline any and all processes related to coordination and adoption of alternative fuels and advanced vehicle technologies for consumers, fleets, governments, producers, and more. The Center's goals include:
 - Developing and launching virtual and physical center locations;
 - Outreach to and convening of members of the public as well as critical stakeholders;
 - Facilitating regional coordination in alt fuel and advanced vehicle tech workforce development and planning;
 - Providing a central location for companies, researchers, and public agencies to collaborate on alternative fuels, technology development, intellectual property protection, prototyping, and development needs; and
 - Ensuring the Center is sustained with strong organizational development to grow the adoption, development, commercialization, and export of alt fuels and advanced vehicle technology.
 - More information is available at AdvancedTransportationCenter.org.
- Communities can begin (or continue) thinking about their needs for alternative fueling. The demand for these vehicles exists, and a variety of resources are available that can enable you to better plan for your community.
 - Some communities will have a demand for electric vehicle charging infrastructure from their own municipal employees.
 - Some communities will choose to install charging infrastructure for use by the general public to entice visitors and maximize the appeal of their shopping and dining districts.
- All communities should have a process in place to permit alternative fueling infrastructure for commercial and residential use.
 - To date, the vast majority of alternative fueling stations installed in the 25th District have been electric and natural gas, but hydrogen will play an increasingly larger role in the near future. Communities need to be ready for all types of alternative fueling infrastructure, and a variety of resources exist to help them prepare (including training for staff).
 - Communities may need to revise their zoning code to allow for easy installation of fueling infrastructure.
 - This process should be as easy and as inexpensive as possible, while keeping the following factors in mind:
 - Is there a way for someone to complete the entire permitting process online without the need to go to City Hall?
 - Can the City or County dedicate a section on their website to alternative fueling permitting to serve as a one-stop shop for businesses and residents looking to permit stations?
 - Is there a way to lower permit fees?

- Is there a way to make the permitting process more efficient and guarantee a quick turnaround time?
- Does the City or County have a process in place that streamlines communication with its utility provider?
- Cities can take the lead in expanding EV infrastructure by integrating it into AB32 greenhouse gas reduction strategies and using it as a tool to spur economic development given the spending profile of EV drivers.

5.3 Public Outreach and Education – Current

The survey found that the number of alternative transportation education events was fairly low. In an effort to increase the number of education events, the GREEN21 Advisory Council ZEV Working Group is recommending improved partnerships with local agencies to supplement community resources.

Alternative Fuel Vehicle Test Drives – Test drives for alternative fuel vehicles give consumers, public policy makers, fleet managers, and others the opportunity to experience the performance and value of these zero- and low-emission vehicles. These activities serve to educate, inspire and persuade.

Nearly a quarter of the communities surveyed have conducted events that encourage residents and other attendees to test drive vehicles. South Pasadena, for example, includes a ride-and-drive opportunity at its annual Clean Air Car Show, an event on which they work closely with the South Coast Air Quality Management District (SCAQMD). Pasadena, San Dimas, and Los Angeles also indicated that they have hosted ride-and-drive opportunities.

Larger Events that Include Outreach – Many ride-and-drive opportunities are generally part of larger events that promote zero- and low-emission vehicles or environmental issues. Three good examples outside the 25th Senate District are the [AltCar Expo](#) in Santa Monica, the [Solar Decathlon](#) (a national event), and the [Los Angeles Auto Show](#). The AltCar Expo hosts a small fleet of vehicles for the ride-and-drive portion of its multi-day event. At the 2013 Solar Decathlon, which took place at the Great Park in Irvine, Toyota (the sole automaker sponsor) hosted a ride-and-drive with battery-electric and internal-combustion-engine vehicles with the California Fuel Cell Partnership and Toyota offering static displays of fuel cell electric passenger vehicles. AltCar Expo is presented, hosted and co-organized by the City of Santa Monica, while the Solar Decathlon was presented by the Department of Energy, organized by private contractors and supported by the City of Irvine. Additionally, the Los Angeles Auto Show offers opportunities from auto makers for the public to test drive their latest alternative fuel vehicles. Most of these events solicit fees or sponsorships for participating in the test drives.

Test-drive activities can be problematic for any community attempting to organize one. They require sufficient space to park and sequence the cars, and they need a designated “test track.” While sometimes a closed track can be created using public or private property, such as was done at the Solar Decathlon, a typical track is a series of public streets that amount to no more than one mile. The AltCar Expo uses city streets. In SD25, possibilities include streets near Pasadena City Hall, the Rose Bowl (south parking lot), Bonelli Park in San Dimas, and Hahamongna Park in Pasadena, which is adjacent to and entered from La Cañada Flintridge, making it ideal for a joint-city event.

5.4 Public Outreach and Education – Best Practices

Smaller communities can develop partnerships with local nonprofit organizations, local governmental agencies, and industry groups to introduce residents to clean car alternatives and commuting options.

- Communities surveyed identified their collaborations with Metro and the SCAQMD as effective ways to get people thinking about making cleaner lifestyle choices.
- Through public events and local outreach activities that include such partnerships, smaller communities can encourage their residents to consider cleaner- to zero-emission options when purchasing their next vehicle and can also encourage their residents to choose clean-air commutes to and from work.
 - For example, for the City of South Pasadena’s Clean Air Car Show, SCAQMD brings several alternative fuel vehicles from its fleet for viewing. Knowledgeable staff members share information about the vehicles’ mileage and/or range and availability and show individuals how to use the SCAQMD mobile app to find nearby fueling stations for each vehicle.
- The information offered through such venues can even broaden public awareness. Outreach events encourage residents to support legislation that will provide the resources and funding that smaller communities need for alternative fueling infrastructure and active transportation plans. These plans and improvements would then encourage more residents to commute or purchase zero-emission vehicles.
 - Communities that are within Southern California Edison’s service area, like Glendale, Upland, and La Cañada Flintridge, can enlist the utility company’s help to share information with residents about home charging and ways to reduce their family’s carbon footprint.
 - To familiarize residents with other available alternative fuel options, communities can include organizations such as the Biodiesel Co-Op of Los Angeles and the California Hydrogen Fuel Cell Partnership to participate in public awareness events.

5.5 *Resources for putting on your own events*

South Coast Air Quality Management District Lisa Tanaka-O’Malley, Community Relations Manager 909.396.3327	Southern California Edison Alex Pugh, Project Manager, Government Affairs Alexander.Pugh@sce.com 626.302.3819
LA County Metropolitan Transportation Authority Sarah Zadok, Communication Manager, Customer Communications Zadoks@metro.net 213.922.4110	California Hydrogen Fuel Cell Partnership Juan Contreras, Event Coordinator jcontreras@cafcp.org 916.371.2792
Plug-in America Paul Scott, Energy and Transportation Consultant paul@pluginamerica.org 415.323.3329	SCAG Plug-in Electric Vehicle Coordinating Council/Clean Cities Coalition Marco Anderson, Senior Regional Planner anderson@scag.ca.gov 213.236.1879
LAEDC e4 Mobility Alliance JoAnne Stewart, Senior Director Strategic Initiatives & Cluster Development joanne.stewart@laedc.org 213.236.4837	CALSTART Jasna Tomic, Director, Research Programs jtomic@calstart.org 626.744.5695
Southern California Gas Company 800.GAS.2000 ngvinfo@semprautilities.com	Biodiesel Co-Op of Los Angeles biodieselcoop@yahoo.com 310.325.6370

6.0 Active Transportation

6.1 Infrastructure – Current and Planned

Planning for both bicyclists and pedestrians is important to ensure a high quality of life, increase public health outcomes, improve public safety, and maintain the economic competitiveness of our region. Communities should be encouraged to expand planning for these modes and dedicate funding for improved bicycle and pedestrian networks.

In 2013, Governor Brown signed legislation creating the [Active Transportation Program \(ATP\)](#) in the Department of Transportation ([Senate Bill 99, Chapter 359](#), and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

Bicycle and Pedestrian Master Plans – According to responses to the GREEN21 ZEV Working Group’s survey, 11 of the 17 communities in the 25th Senate District, or 65%, have a Bicycle Master Plan. For instance, the City of South Pasadena’s Bicycle Master Plan, [available online](#), “recommends programs and infrastructure improvements that ... will lead to the development of a safe, inviting, and viable mobility choice for bicycle rider[s] of all levels while reinforcing the small-town atmosphere commonly associated with South Pasadena.” Of the 6 communities that do not yet have a Bicycle Plan, one community (the City of San Marino) authorized funding for the development of a Bicycle and Pedestrian Master Plan in November 2013. The City of Pasadena is updating its Bicycle Master Plan to remain eligible for Caltrans Bicycle Transportation Account (BTA) funding. The update will address community concerns about the Plan’s reliance on Class III Bicycle Routes.

Bikeways can be classified into three standard types:

- **Class I Bike Paths** provide for bicycle travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and are often avoided by experienced cyclists because they can become overly popular and crowded.
- **Class II Bike Lanes** provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- **Class III Bike Routes**, or “sharrows,” provide for shared use with pedestrian or motor vehicle traffic and are identified only by signage. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass. This treatment is primarily used to point cyclists towards preferred bike friendly corridors, which are often enhanced with bike detection at signalized intersections.

The following table summarizes the communities in SD25 with existing bicycle infrastructure:

Community	Class I Bicycle Paths	Class II Bicycle Lanes	Class III Bicycle Routes	Total Miles of Bicycle Facilities
Burbank	3mi	7mi	12mi	22mi
Claremont	10mi	30mi	50+mi	90+mi
Duarte	2mi			2mi
Glendale		12mi	16mi	28mi
La Cañada Flintridge		3.9mi	1.5mi	5.4mi
La Crescenta		2mi		2mi
La Verne		1mi		1mi
Los Angeles*	3mi	20mi	2mi	25mi
Pasadena		19mi	63mi	83mi
San Dimas		8mi	14mi	22mi
San Marino		2mi		2mi
South Pasadena		2mi		2mi
				284.4mi
*Los Angeles data are estimated from bicyclela.org/fullscreenmap.html				

The following table summarizes the communities in SD25 with planned bicycle and pedestrian infrastructure projects:

Community	Project
Burbank	<ul style="list-style-type: none"> ▪ Keystone-North Kenneth-Winona Bicycle Boulevard Project ▪ Verdugo Avenue Bike Lane Extension ▪ Alameda Bike Lanes (Keystone to Main)
Claremont	Sharrows and Wayfinding Signage on San Jose, College Ave, Scripps, Radcliffe, Scottsbluff, all residential streets heavily used by bicyclists.
Duarte	<ul style="list-style-type: none"> ▪ Gold Line pedestrian walkway, including sidewalk and pedestrian and bicycle lighting ▪ Highland Avenue bike lane ▪ Citywide way-finding signs
Glendale	<ul style="list-style-type: none"> ▪ Implement Phase 1 of Bicycle Transportation Plan including Honolulu, Broadway, portions of Central and Glenoaks, and a small segment of Doran ▪ Complete the planning and design for Phase II and III of the Glendale Narrows Riverwalk Project. ▪ Feasibility study of bicycle path along 9-mile stretch of the Verdugo Wash, which would connect with the Los Angeles River bicycle path.
Los Angeles	Doran Street Grade Separation Rail Crossing Project with potential bicycle and pedestrian connection to Glendale Narrows Riverwalk and LA River Bicycle Path
Pasadena	Cordova Class II Bicycle Lane (Lake Ave to Arroyo Parkway)
San Marino	Del Mar Class II Bike Lane from City border with San Gabriel to Huntington Drive
South Pasadena	<ul style="list-style-type: none"> ▪ Mission Street Green "Super-Sharrow" (Fair Oaks to Orange Grove) ▪ Mission Street Class II Bicycle Lane (Fair Oaks to Garfield) ▪ Arroyo Seco Class I Bicycle Path

The City of Glendale received state grant funding for several Active Transportation projects. These include a citywide pedestrian plan to identify how to make Glendale safer for pedestrians and funding for additional Safe Routes to School improvements across the city that will make it safer for children to walk and bicycle to school.

Two other grant requests not yet funded would develop a pedestrian safety campaign and begin the creation of a bicycle sharing system in Glendale.

Glendale adopted a Safe and Healthy Streets plan in 2011 that outlines policy changes and strategies to make biking and walking safer. This plan could serve as a model for other communities looking to expand the scope of their bicycle master plans.

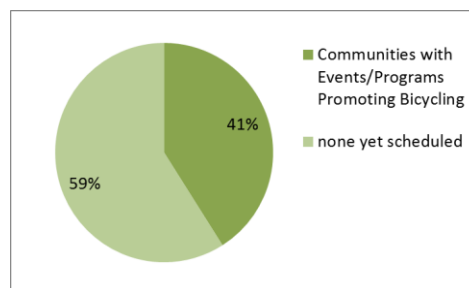
6.2 Infrastructure – Best Practices

- Develop and promote regional connectivity between communities' Bicycle and Pedestrian Plans;
- Increase state/regional funding for Active Transportation Projects to accommodate growing demand for improvements at the local level;
- Encourage communities to:
 - Adopt “Active Transportation Plans” that include pedestrian master plans and Safe Routes to School Plans in addition to bicycle master plans;
 - Update/adopt local bicycle parking ordinances and anti-bicyclist harassment ordinances;
 - Submit active transportation projects to Metro for future sales tax measures and for inclusion in any sub-regional planning/funding efforts from Measure R;
 - Prepare projects to apply for funding from the state Active Transportation Program call for projects;
 - For instance, Duarte’s planned project, detailed in the above table, is an ATP-funded project
 - Reduce speed limits around schools to 15 mph:
 - Per California Vehicle Code Section 22358.4, amended by AB 321 [Nava, 2008], local governments may lower the speed limit at certain schools to 15 mph in the immediate area (up to 500 feet from the school) and 25 mph in an extended school zone (up to 1,000 feet from the school property). Qualifying schools must be in a residential district on a two-lane road with an existing speed limit of 30 mph or less.

6.3 Public Outreach and Education – Current

Bike education at all age and experience levels provides residents the skills they need to begin using their bikes for transportation. Bike events that focus on commuting (as opposed to sporting events like the [Amgen Tour of California](#)) encourage cyclists to increase their commuting frequency and distance.

Seven communities, or 41%, currently have bike events or education programs (excluding sporting events) that promote the alternative transportation benefits of cycling.



Public Events – Several communities tie their bike education efforts to Bike to Work Day in May (Burbank, Pasadena, Los Angeles, Claremont). To date, Los Angeles’ [CicLAvia](#) is the only city-sponsored event that closes streets. However, the City of Pasadena is scheduled to host a CicLAvia event in the spring of 2015, and in the spring of 2016 the Cities of South Pasadena, San Marino, Pasadena, Monrovia, and Duarte will join several other communities to host a “San Gabriel Valley Golden Streets” open streets event to tentatively coincide with the grand opening of the Metro Gold Line Foothill Extension.

Independent Efforts. Local volunteer organizations dedicated to bicycling exist throughout the Southland, such as [LA Bike Trains](#), which facilitates a “rolling party along select routes run by Conductors – experienced urban cyclists – to harness the safety of riding in a group while kicking it up a notch by making the [commute] a fun social experience.” [source: [LA Bike Trains](#) “About” page]

Importance of Partnerships – Many communities form partnerships to produce and promote events. Key partners for communities with programs include local bike non-profits such as the [LA County Bike Coalition \(LACBC\)](#), [Cyclists Inciting Change thru LIVE Exchange \(CICLE\)](#), [Bike San Gabriel Valley \(BikeSGV\)](#), [LA County Metro](#), and the federal [Safe Routes to School](#) Program. The Los Angeles Department of Transportation also has an extensive website, [BicycleLA.org](#), devoted to resources and organizations of interest to bicyclists.

The following table summarizes current key bike events, with any partnerships noted.

Community	Program(s)	Partner(s)
Burbank	<ul style="list-style-type: none"> • Bike to Work Day • Programs at city events • Burbike – kids workspace • Foot2Pedal – kids bike class • Confident City Cycling – adult bike class 	<ul style="list-style-type: none"> • Burbank Recycle Center Bike Angels • Salvation Army Angel Tree Program • Safe Routes to School • Sustainable Streets non-profit • Burbank Bike
Claremont	<ul style="list-style-type: none"> • Bike Rodeos with local bike shops and at city events (Earth Day) • Bike to Work Day (May) • School bike programs 	<ul style="list-style-type: none"> • Safe Routes to School • Metro • Claremont Senior Bicycle Group
Glendale	<ul style="list-style-type: none"> • City-themed bike rides • Mayor’s ride • New programs proposed in approved Bike Transportation Plan 	<ul style="list-style-type: none"> • Walk Bike Glendale / LACBC • Safe Routes to School • Metro • CICLE
La Crescenta	<ul style="list-style-type: none"> • Community outreach event • New bike lane promotion 	<ul style="list-style-type: none"> • Chamber of Commerce
Los Angeles	<ul style="list-style-type: none"> • Bike to Work Day (May) • CicLAvia (2-3 times per year) • Group rides (periodically) 	<ul style="list-style-type: none"> • Metro • LAPD, businesses • LACBC, CICLE, BikeSGV • BicycleLA.org
Pasadena	<ul style="list-style-type: none"> • Bike to Work Day / Bike Week Pasadena (May) • Programs at City events (Art Night, Earth Day) 	<ul style="list-style-type: none"> • CICLE
Duarte	<ul style="list-style-type: none"> • Monthly "Bike with the Mayor" events, April to November 	

6.4 Public Outreach and Education – Best Practices

Event Partnering. All communities can create partnerships with non-governmental organizations such as non-profits and utilities. CicLAvia, the non-profit that promotes bicycling to reduce congestion and air pollution, has received a \$2.35M grant from LA Metro to expand its presence to other parts of Los Angeles County. “Pasadena, San Fernando Valley, Culver City, and Southeast Cities will have their first CicLAvia events in 2015 and 2016. ... The events will showcase the culture, architecture, history, and businesses of each community. In addition to the Metro funding, which will cover a portion of the event costs, the individual communities and CicLAvia will also contribute significant funds toward producing each route.” [source: <http://www.ciclavia.org/blog/944/metro-awards-ciclavia-235-million-for-new-routes>] Aaron Paley, the organization’s Co-Founder/Executive Director, is receptive to other communities wanting to hold biking events in their communities.

Community Collaboration. The smaller communities in the District do not currently have individual bike programs or events for alternative transportation. The planned San Gabriel Valley Golden Streets partnership demonstrates that small adjacent communities can work together to present effective alternative transportation events. Barriers to bike education programs and events include: need for partnerships and funding, lack of sufficient staff, other barriers (e.g., topography in foothill communities).

Creative Strategies. Cities can investigate what independent organizations there are already operating within their boundaries, such as LA Bike Trains, and draw attention to them to encourage more bicycle commuting. Other creative ideas to get more people onto bikes from a young age include the Burbank Bike Angels program, in which a group of Burbank city employees and bike enthusiasts restore used bikes and partner with the Burbank Recycle Center and Burbank Salvation Army Angel Tree Program to donate bikes to kids in the community.

Recreation Outreach. The beauty of our foothills is also a big draw for recreational bicyclists and as a result there are a number of recreational bicycling events in the district, too. These events are a good opportunity for communities to encourage bicycle commuting among residents who show an interest in cycling. Beginning cyclists or those just returning to cycling can use these events to learn about safe commuting practices and experiment with commuting routes. We therefore encourage active community participation at events such as:

Recreational Cycling Events	
Event	SD25 Communities
Gran Fondo Giro d’Italia	Various; past events have included: Pasadena, Altadena, San Marino, Sierra Madre, Monrovia, Bradbury, Duarte, Glendora, San Dimas, La Verne, Claremont
Tour de Foothills	2014 event included: Glendora, San Dimas, La Verne, Claremont, Upland

6.5 Resources for putting on your own events

Bike San Gabriel Valley (BikeSGV) Wesley Reutimann wes@bikeSGV.org	CicLAvia Aaron Paley, Co-Founder/Executive Director (213) 355-8500 aaron@ciclavia.org
Climate Ride Caeli Quinn climateride.org	Los Angeles Department of Transportation Bicycle Services BicycleLA.org

7.0 Conclusion

The report shows that SD25 communities are on the right track. Still more can be achieved, though, even with limited resources. Communities can partner with local agencies, non-profits, utilities, etc., as well as collaborate with one another to:

- seek funding for alternative transportation options to serve two or more communities;
- implement regional and multi-community active transportation projects; and
- broaden public awareness of and accessibility to cleaner transportation options.

Best practices referenced in this report enable other communities to say, “What successful local programs *could* we replicate to benefit our residents and our environment?” We hope you will accept the challenge. Use this report as a resource. Begin or continue a dialogue with your neighboring communities, host a clean transportation fair, or extend bike lanes, paths, and routes into your community. Together we can build on today’s successes to create a better, more sustainable future for the 25th Senate District and beyond.

8.0 Special Thanks

The ZEV working group volunteers are

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9.0 Appendix A: District Map

